

# NE Ainsworth Traffic Calming Projects



Woodlawn Neighborhood Meeting

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**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Project Basics and Stages

## **NE Ainsworth, NE MLK to NE 15th**

- Speed cushions (bumps with cut-outs for emergency response vehicles).
- Ready for construction (summer, 2023).
- Outreach completed. Mailed letters to more than 300 households; project website.
- Reached out to area schools and neighborhoods.

## **N Ainsworth, N Greeley to N Michigan**

- Speed cushions, Interstate to Denver.
- Bike lanes, Michigan to Interstate
- Possible traffic operational changes west of Denver.
- Planning phase as part of North Portland in Motion project.
- Construction expected summer, 2024.
- Dozens of community events and hundreds of survey responses, to date.
- More opportunities for community feedback.

# What has PBOT heard from community?

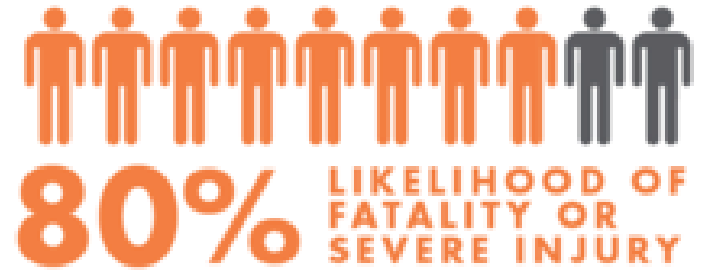
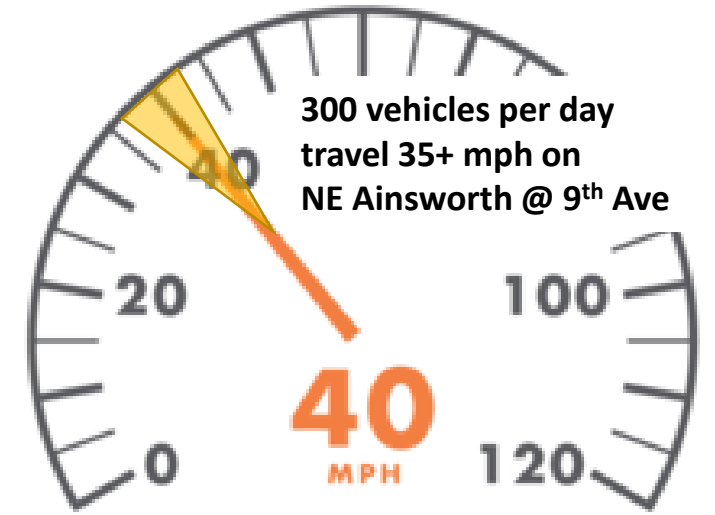
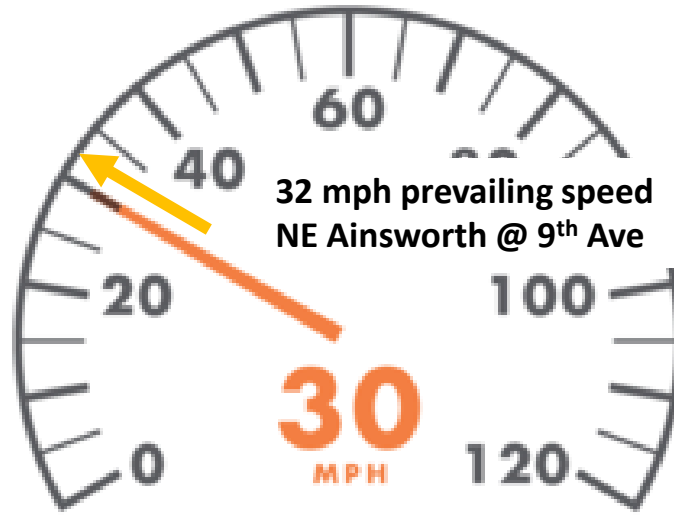
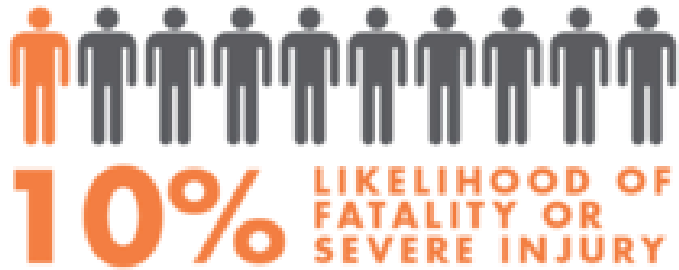
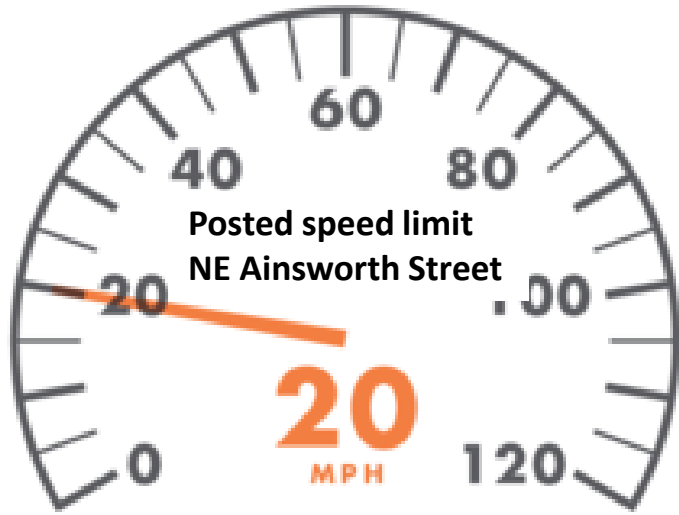
## **General outreach through North Portland in Motion.**

- People drive too fast on NE Ainsworth.
- Too many people use NE Ainsworth to cut-through the neighborhood.
- NE Ainsworth needs more traffic calming.

## **Letter from Woodlawn neighborhood stated:**

- Speed bumps are ineffective.
- Speed bumps make it difficult for first responders.
- Speed bumps are expensive to install and maintain.
- Speed bumps make driving less safe.
- People will not want to ride bicycles on streets with speed bumps.

# Why Traffic Calming?



**DEATH DUE TO SPEED**

Location	Direction	Start Date	Avg Daily Traffic Volume	85th Percentile Speed*	Posted Speed	Pct Over Posted	Pct Over Posted 10
NE AINSWORTH ST E of 10TH AVE	W	3/6/2014	4365	34	30	47.5	1.1
NE AINSWORTH ST E of 10TH AVE	E	3/6/2014	4605	33	30	41.5	0.8
NE AINSWORTH ST E of 10TH AVE	W	2/19/2019	4154	31	20	94	21.1
NE AINSWORTH ST E of 10TH AVE	E	2/19/2019	4330	30	20	91.8	13.8
NE AINSWORTH ST W OF 9TH AVE	W	<div style="border: 2px solid red; padding: 5px; width: fit-content;"> <p>1,717 vehicles going 30 mph or faster. Risk of fatality or serious injury jumps four-fold at that level</p> </div>		32	20	97	32
NE AINSWORTH ST W OF 9TH AVE	E		3/20/2023	3242	32	20	94.5
NE AINSWORTH ST W OF 14TH AVE	E	3/20/2023	3189	30	20	91	14.7
NE AINSWORTH ST W OF 14TH AVE	W	3/20/2023	2904	30	20	92.7	13.6
NE AINSWORTH ST W OF 7TH AVE	E	3/20/2023	3211	32	20	95.4	26.3
NE AINSWORTH ST W OF 7TH AVE	W	3/20/2023	3282	32	20	94.8	26.6

\*The top speed of 85% of the vehicles.

Location	Direction	Start Date	Avg Daily Traffic Volume	85th Percentile Speed*	Posted Speed	Pct Over Posted	Pct Over Posted 10
N AINSWORTH ST W of MONTANA AVE	E	8/7/2012	1521	23	25	4.6	0
N AINSWORTH ST W of MONTANA AVE	W	8/7/2012	2141	24	25	6.5	0
N AINSWORTH ST E OF MINNESOTA AVE	E	9/9/2021	1696	26	20	61.4	3
N AINSWORTH ST E OF MINNESOTA AVE				29	20	83.8	9.5
N AINSWORTH ST W OF MISSISSIPPI AVE				26	20	68.5	2.5
N AINSWORTH ST W OF MISSISSIPPI AVE	W	3/15/2023	2184	29	20	83.8	8.8
N AINSWORTH ST W OF MONTANA AVE				21	20	19.1	0.1
N AINSWORTH ST W OF MONTANA AVE	W	3/15/2023	2071	24	20	44.2	0.8

245 vehicles going 30 mph or faster.  
Risk of fatality or serious injury jumps four-fold at that level

18 vehicles going 30 mph or faster.  
Risk of fatality or serious injury jumps four-fold at that level

9.5
2.5
8.8
0.1
0.8

\*The top speed of 85% of the vehicles.



# NE Shaver, 122<sup>nd</sup> to 141<sup>st</sup>



SPEED CUSHION



DATA POINT BEFORE PROJECT



DATA POINT AFTER PROJECT

**A** 2/23/21

SPEED VOLUME	
→ 35 MPH	1181
← 36 MPH	<u>1263</u>
	2444

**B** 2/5/18

SPEED VOLUME	
→ 38 MPH	1485
← 36 MPH	<u>1703</u>
	3188

**C** 2/23/21

SPEED VOLUME	
→ 30 MPH	938
← 30 MPH	<u>928</u>
	1866

**D** 2/23/21

SPEED VOLUME	
→ 32 MPH	904
← 31 MPH	<u>1103</u>
	2007



**1** MAR 2022

SPEED VOLUME	
→ 26 MPH	1964
← 26 MPH	<u>2242</u>
	4206

**2** MAR 2022

SPEED VOLUME	
→ 28 MPH	1098
← 27 MPH	<u>1182</u>
	2280

**4** MAR 2022

SPEED VOLUME	
→ 29 MPH	1032
← 28 MPH	<u>1153</u>
	2185

**6** MAR 2022

SPEED VOLUME	
→ 25 MPH	907
← 25 MPH	<u>1056</u>
	1963

**7** MAR 2022

SPEED VOLUME	
→ 28 MPH	761
← 28 MPH	<u>863</u>
	1624

**3** MAR 2022

SPEED VOLUME	
→ 29 MPH	1163
← 27 MPH	<u>1407</u>
	2570

**5** MAR 2022

SPEED VOLUME	
→ 28 MPH	1011
← 27 MPH	<u>1281</u>
	1292

**E** 2/23/21

SPEED VOLUME	
→ 31 MPH	589
← 32 MPH	<u>689</u>
	1278

Top-end speeding (people driving more than 10 mph over the posted speed limit) decreased from 1232 vehicles per day to 163.

This map shows the before and after 85<sup>th</sup> percentile speeds and daily traffic volumes, by direction, for the speed cushion project. Speed cushions were installed in December of 2021. The four-section speed cushion was used on this Secondary Emergency Response route.

The average 85<sup>th</sup> percentile speed has decreased by 6 mph (18%), from 33.1 mph to 27.1 mph and average traffic volumes have **decreased** by 64 daily trips (2%), from 2156 daily trips to 2092 daily trips. This change is within the expected daily fluctuation. Traffic volumes continue to be higher closer to 122<sup>nd</sup> Avenue.



**8** APR 2022

SPEED VOLUME	
→ 28 MPH	622
← 28 MPH	<u>884</u>
	1506

**9** JUNE 2022

SPEED VOLUME	
→ 26 MPH	665
← 26 MPH	<u>537</u>
	1202



# N Ida, Smith to Lombard

CUSHIONS INSPECTED 8/10/22



NEW FIRE TRUCK SPEED CUSHION



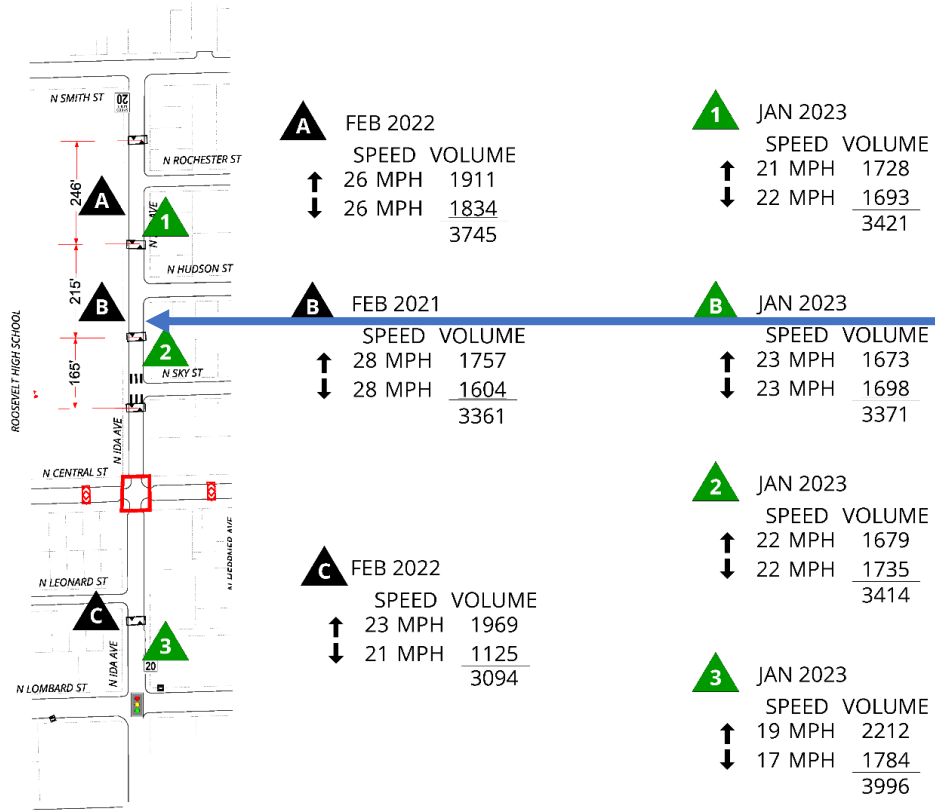
EXISTING SPEED BUMP



DATA POINT BEFORE



DATA POINT AFTER

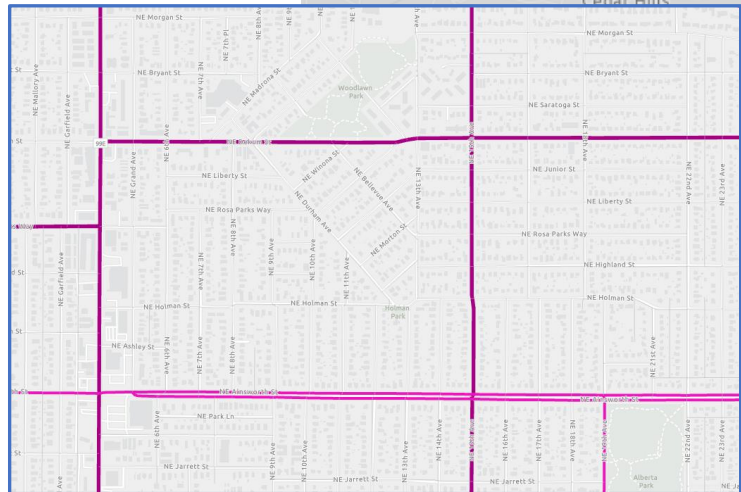
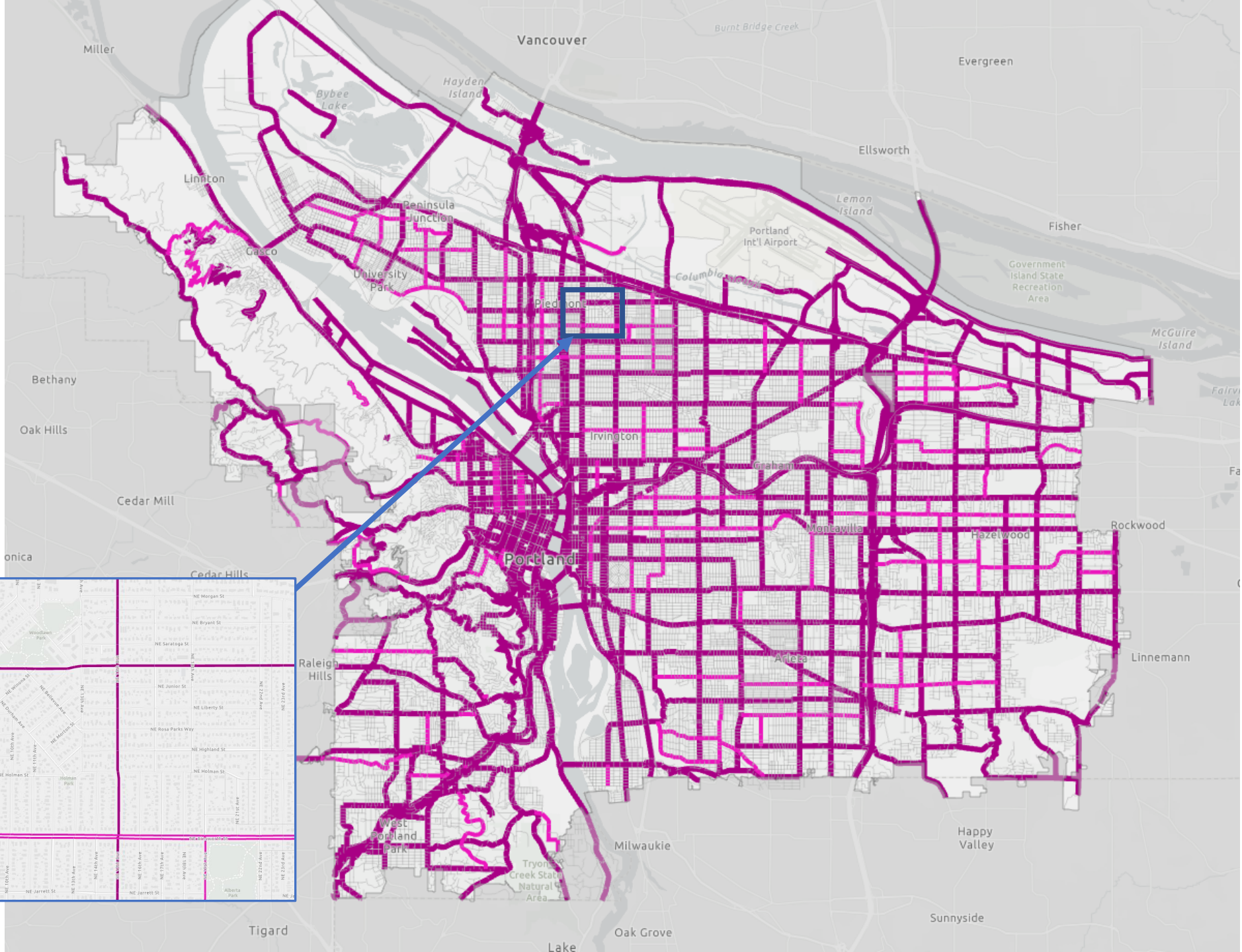


Top-end speeding (people driving more than 10 mph over the posted speed limit) decreased from 271 vehicles per day to 33.

This map shows the before and after 85<sup>th</sup> percentile speeds and daily traffic volumes, by direction, for the speed bump project. Speed bumps were inspected in August of 2022.

The average 85<sup>th</sup> percentile speed has decreased by 4.2 mph (16%), from 25.3 mph to 21.1 mph. 15% of drivers still exceeded this speed. Average traffic volumes have increased by 150 daily trips (4%), from 3,400 to 3,550. This change is within the expected 10% daily fluctuation.





Tigard

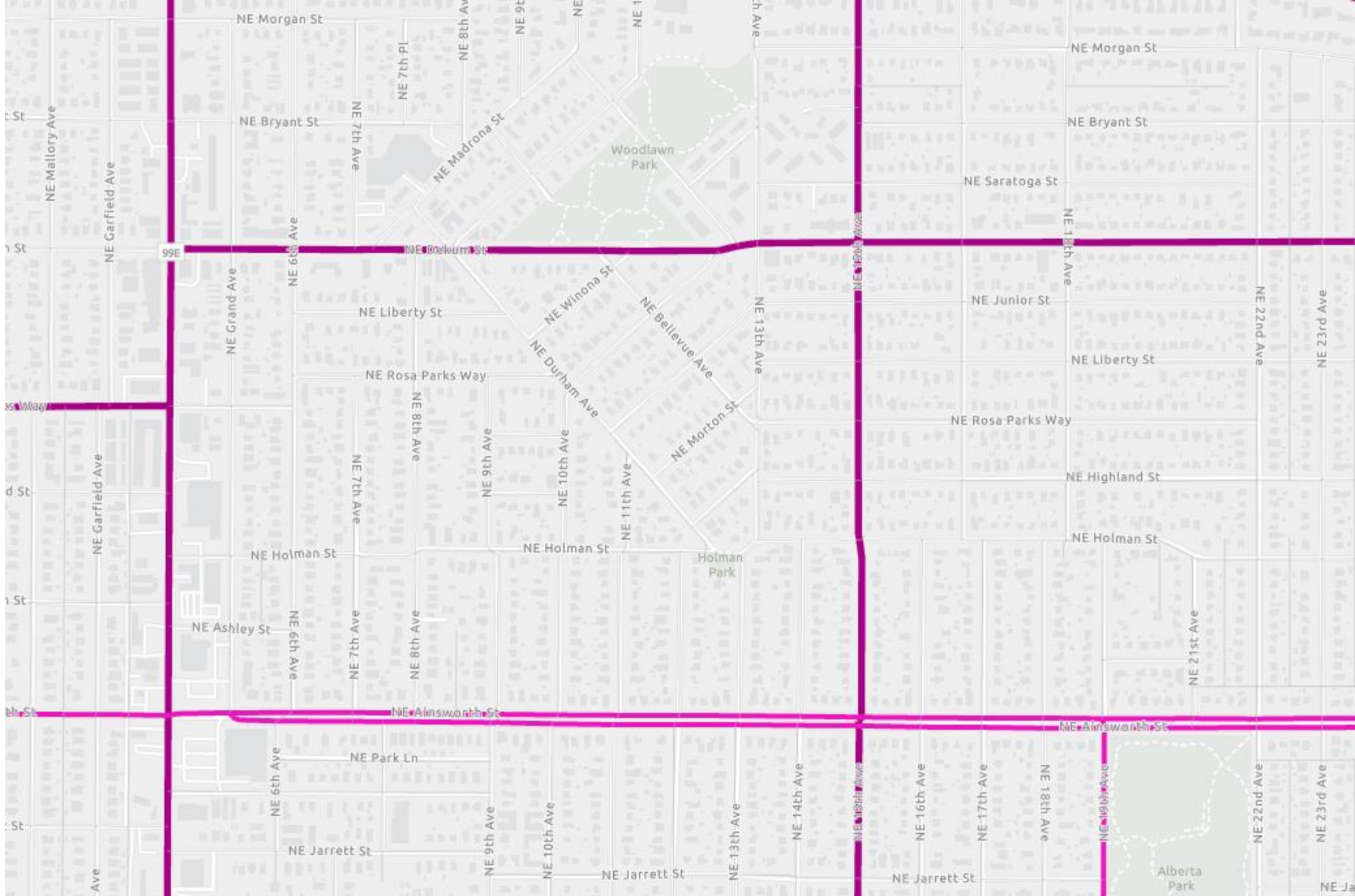
Lake

Oak Grove

Sunnyside

**Emergency Response Routes in Woodlawn Area**

- Major Emergency Response Route
- Secondary Emergency Response Route
- Minor Emergency Response Route



# NEIGHBORHOOD GREENWAYS

- » Are quiet, slow streets
- » Prioritize walking, biking, and rolling
- » Connect people to parks, schools, businesses, and other neighborhoods

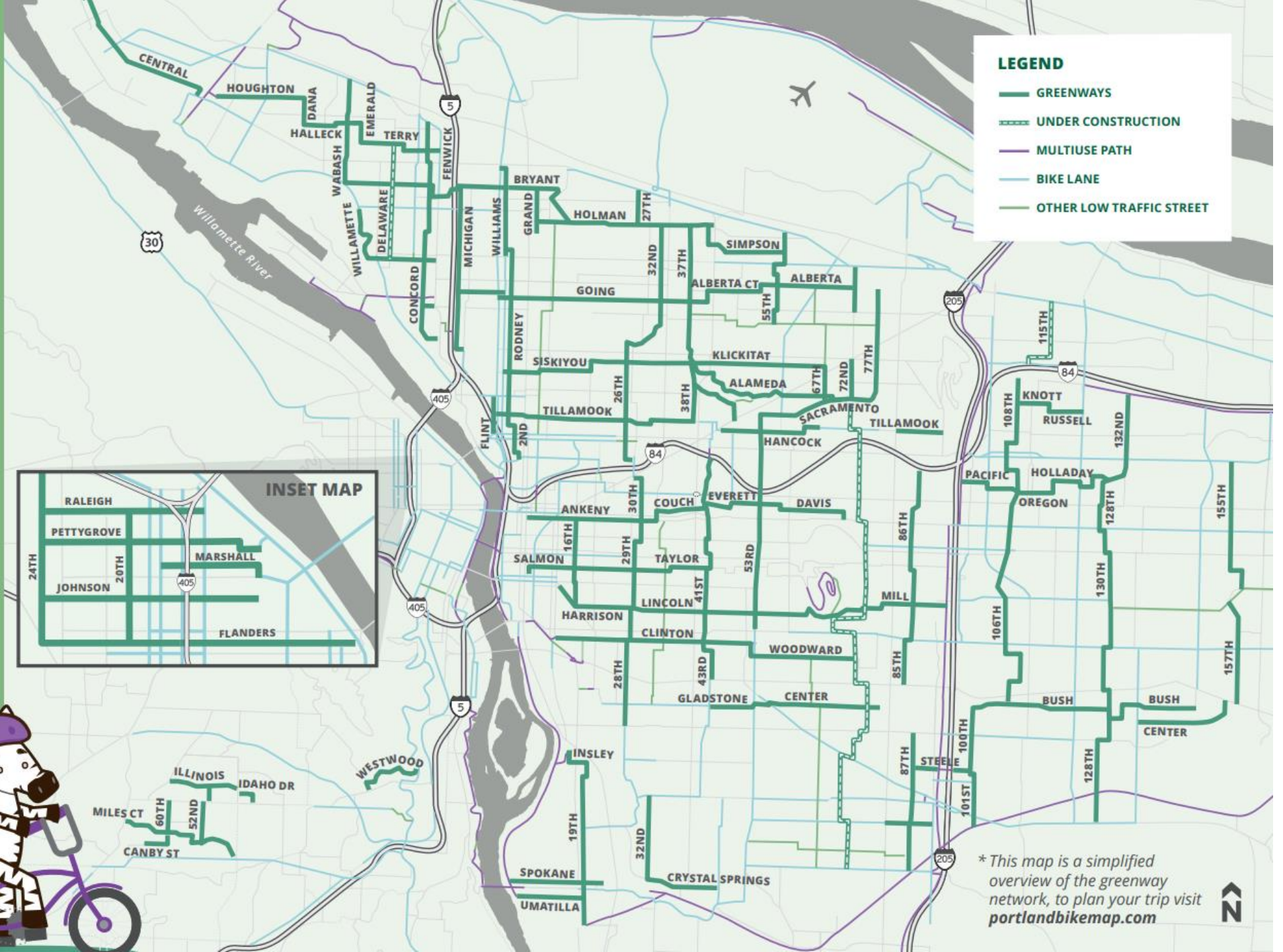
Look for:



"SHARROW" STREET MARKINGS

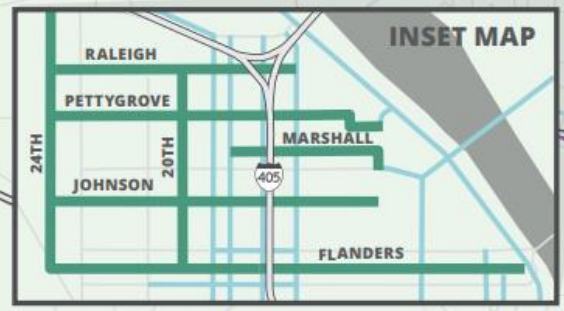


WAYFINDING SIGNS



**LEGEND**

- GREENWAYS
- - - UNDER CONSTRUCTION
- MULTIUSE PATH
- BIKE LANE
- OTHER LOW TRAFFIC STREET



\* This map is a simplified overview of the greenway network, to plan your trip visit [portlandbikemap.com](http://portlandbikemap.com)



# North Portland in Motion

Project

The Portland Bureau of Transportation's (PBOT) North Portland in Motion plan identifies transportation needs and near-term investments to improve access to community destinations and support walking, biking, and transit use in the North Portland peninsula.



[Services and Information](#)   [Events](#)   [Documents](#)   [Advisory Groups](#)

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## Featured content



[North Portland in Motion Plan Background](#)



[Priority Project Recommendations](#)



[Public Engagement & Involvement](#)

# North Portland in Motion: Planning for future investments

- Speed bumps, Interstate to Denver.
- Bike lanes, Interstate to Michigan.
- Possible traffic pattern changes between Greeley and Denver.

**TIER 1**

## N Ainsworth St Neighborhood Greenway

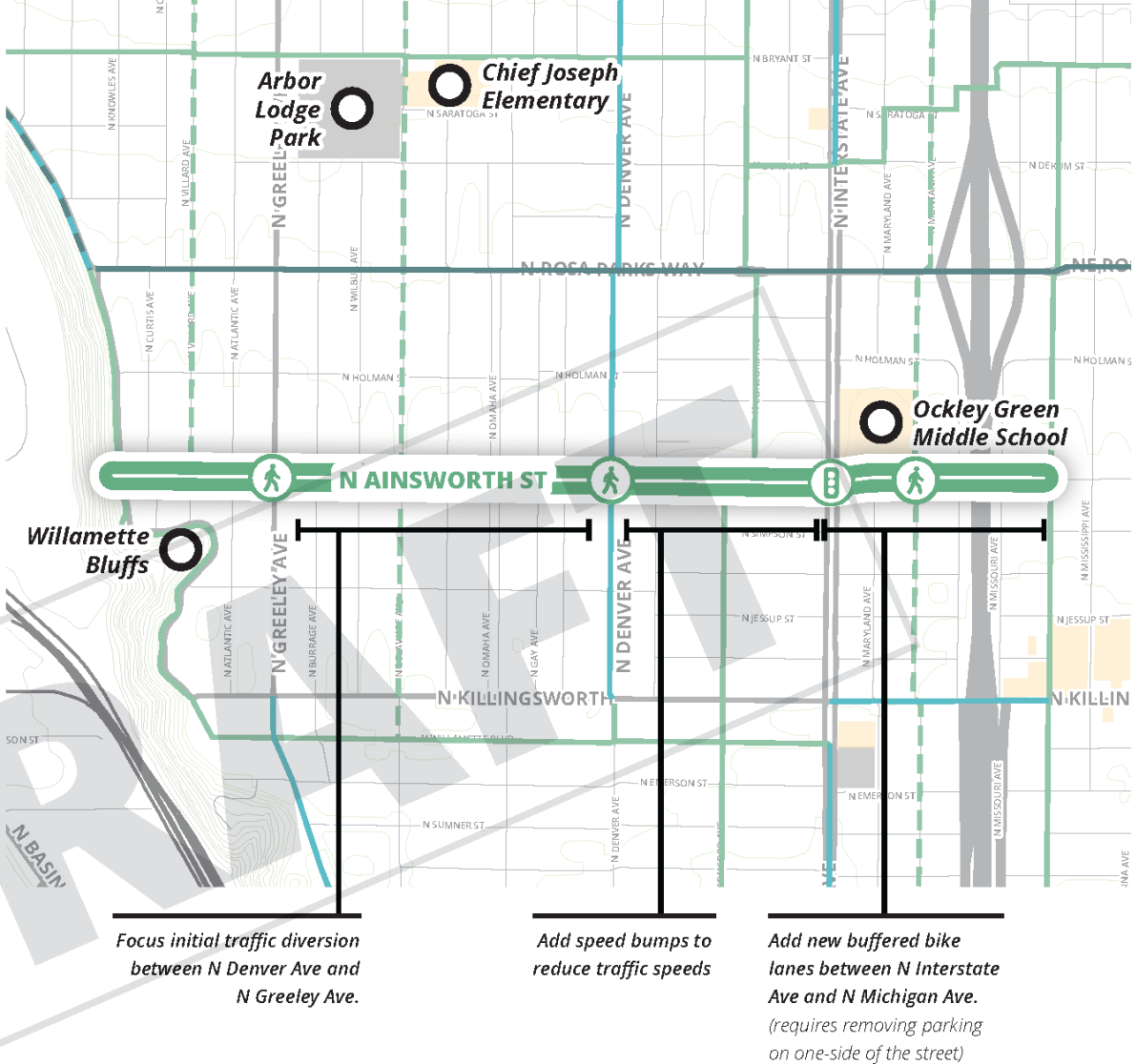
**PROJECT DESCRIPTION**

A new neighborhood greenway on Ainsworth St connecting the greenway and bike lanes on Willamette Blvd with Interstate Avenue. This project would fill a key gap in the biking network between Rosa Parks and Willamette Blvd. The changing traffic character along this stretch of Ainsworth will require a context-sensitive design to make a comfortable neighborhood greenway. On the eastern side of the project, where N Ainsworth St is wider, the project will build buffered bike lanes.

A traffic diversion strategy to reduce vehicle volumes is required to meet Neighborhood Greenway guidelines. Changes to traffic patterns on N Ainsworth St would likely happen in phases using temporary materials followed by a periods of transparent monitoring, analysis, and reporting. A first phase would focus traffic pattern changes on the section of N Ainsworth between N Greeley Ave and N Denver Ave.

**Project Elements Include:**

- Wayfinding and signage
- Speed bumps as required to slow down vehicles.
- Improved crossings and intersection safety treatments.
- A traffic diversion strategy would be required as traffic volumes on N Ainsworth St do not meet neighborhood greenway guidelines.



*Focus initial traffic diversion between N Denver Ave and N Greeley Ave.*

*Add speed bumps to reduce traffic speeds*

*Add new buffered bike lanes between N Interstate Ave and N Michigan Ave. (requires removing parking on one-side of the street)*

**LEGEND**

- Improved crossing (marked or median islands)
- Traffic signal upgrade to bike-friendly

BIKE NETWORK	Funded or Recommended	
	Existing	
Neighborhood Greenway		
Bike Lane (Buffered/Striped)		
Protected Bike Lane		
Off-Street Trail		

# How to get involved

## North Portland in Motion planning project

- [www.northportlandinmotion.com](http://www.northportlandinmotion.com)
- Email [NoPIM@portlandoregon.gov](mailto:NoPIM@portlandoregon.gov)
- Call 503-823-4416

## Speed Reduction on Neighborhood Cut-Through Routes

- [www.portland.gov/traffic-calming](http://www.portland.gov/traffic-calming)
- Email [scott.cohen@portlandoregon.gov](mailto:scott.cohen@portlandoregon.gov)
- Call 503-823-5345